

Aerobat -

**Official Magazine
of the
Hibiscus Coast Radio Fliers Club**



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COVER PHOTO

Peter Denison's

ARTF kit

Piper Cherokee

on its maiden flight

H.C.R.F. Calendar 2017/18

Pony Club events Yellow highlight will be confirmed by the pony club Sept 2017

Pony Club Rally days are every Tuesday afternoon at the field starting September 2017.

As usual our fixed flying times are every Wednesday, Saturday and Sunday morning.

Date	Day	Event	Where/When
3 June 2017	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
5 June 2017	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
18 June 2017	Sun	Gliding Thermal Thaw	Ambury Park 11 am
18 June 2017	Sun	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 pm
25 June 2017	Sun	Mid Year Christmas Lunch	RSA Silverdale. Vipond Road
1 July 2017	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
3 July 2017	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
15 & 16 July 2017	Sat/Sun	Markin model railway club show	Whangaparaoa Hall (Tentative.)
16 July 2017	Sun	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 pm
5 August 2017	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
7 August 2017	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
21 August 2017	Sun	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 pm

From the Editors Desk



Well winter has started and although the ground has got decidedly softer the wind has tended to be less. Great for flying and sure makes you enjoy that cup of tea with mates that much better. It is nice after a great flight or

two to warm up body and soul.

A big thank you to all those who sent articles and photos. As any of you who have tried this editor lark will tell you, it's hard to think of new things for each mag so please keep those cards and letters coming in.

The same goes for club night. If you enjoyed someone's talk, how about you get up and return the favour next time.

Happy aeronautics,

Ross McDonnell
Editor

From the President's Desk

Greeting everyone.

I know I'm tempting providence but we have had a good run of really nice flying days over the last few weeks haven't we - maybe a big thanks to our weather witch Ngaire !!

So the AGM is behind us our Committee is the same as last year and must admit from my point of view I am really pleased. My fellow team members have a broad level of expertise and life experience to draw upon, so it's been a pleasure to be part of it.

At the end of the day, lets face it, we are in the club to enjoy ourselves are we not, in of course a safe environment. I hope most of you have, as I do, that feeling of excitement getting organised and climbing into the car to get down to the field in the morning. To have that feeling at my time of life is brilliant. Add to that the companionship and our mostly silly stupid jokes, poking fun at each other, and of course inspirational, (well occasionally,) flying - what more could one ask for?

Just this last weekend one of our merry lads, after being awarded the most improved flyer for the year cup at the AGM, had a giddy moment and decided to fly inverted down the strip at an inspirational height. Well you know what happened don't you?? Yep he chickened out half way down the strip and pulled up elevator. Yours truly was flying next to him didn't actually see it, (concentrating on other things,) but did feel it through my feet and yes Ross we have a photo.

Building wise we had three new Jazz flying wings flying last month. Norm Burns is becoming our go to foam cutting wizard. He cut the three sets of wings out. So remember be nice to the lad as he has a sheet of high density foam ready to make wings out off.

I lost control of my index finger a month ago pushed the buy button - consequently an ARTF kit Piper Cherokee is just about finished it so if I can control my knees from knocking too hard will be flying it shortly.

THINGS COMING UP

Auckland Soaring will be having the Mid Winter Thermal Thaw gliding day at Ambury Farm Park -date to be confirmed by Bryan Leaves.\

Mid winter lunch we are checking up on our options and next meeting make a decision on the venue.

We have been invited back to the Model show organised by Markin model railway club. There will, I assume as last year, be model boats as well as the trains, so our aircraft fit in nicely with them. It's held in the Whangaparaoa Hall over the weekend of the 15th and 16th July. Last year we were up on the stage with models hanging from the rafters and on tables so it worked really well.

That's about it folks, keep warm and happy landings.
Pete.



To be sure of hitting the target, shoot first and call whatever you hit the target

Now this is an OS Engine I can get enthused about.

Who knew OS made steam engines?

O.S. The Ultimate Hobby
LIVE STEAM
LOCOMOTIVE

os engine corporate info
live steam locomotives
parts & accessories
dealers & links
faqs

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History of Rocket
 Think back to the Industrial Revolution. Do you also know about the 'Rainhill Trials' in England in 1829? This was the legendary event that shaped the earliest beginnings...

Click to continue

5" Gauge



O.S. Rocket





Sounds

Bell Whistle



Contact



Visinic Sightseeing Area Nara Track

O.S. ROCKET SPECIFICATION

SCALE	1/11 .3
GAUGE	127 mm (5")
DRIVING WHEEL	Diameter 127 mm
CYLINDER	Bore: 17 mm Stroke: 38 mm
VALVE GEAR	Slip eccentric
BOILER	All copper, silver soldered throughout
	Water capacity: Approx 500cc (17.5oz.)
	Safety valves: Popping type
	Grate area: 44x65mm (1.732x2.559in)
	Regulator: Ball cock type
WATER SUPPLY SYSTEM	Cross head pump 4x38mm(0.157x1.496in) Manual pump 12x20mm(0.427x0.787in)
LUBRICATOR	Wakefield type lubricator Oil capacity: 26 cc(0.9oz.)
WHISTLE	Single tone
TENDER WATER CAPACITY	750cc (26oz.)
FUEL	Coal or LPG (propane gas)
DIMENSIONS	Length: 600 mm(23.6oz.) Width: 183 mm (7.2oz.) Height: 415 mm
WEIGHT	Engine: 9kg(19.8lbs.) Tender: 3kg (6.6lbs.)




What is the difference between ignorance & apathy?...Don't know ... Don't care

AROUND THE CLUB

Peter Denison's Piper Cherokee

Seagull Model ARTF Kit
Wing span 1520 (60") Length 118 (46")
Engine OS 55AX two stroke
4 channels 5 servos



As my Forman told me as an apprentice Always keep your bench tidy lad (whoops sorry boss!)
Photo Peter Denison



For goodness sake Brian don't forget to let it go!!
Photo Peter Denison



OK the war is over. You can stop shooting down German planes now! *Ed*

*John
McGregor
With his
almost
finished
Peace Maker
Control line
model.*

*This is a
replica of one
he did very
well with in
the 1963
Fielding
Nationals.*

*He plans to
enter in the
coming
nationals.*



Letting the cat out of the bag is a whole lot easier than putting it back in.

Flying with Flaps — What you need to know

Gerry Yarrish Model Airplane News

Sooner or later you may want to try your hand at flying a scale subject. Since most full-size aircraft use flaps, many scale model also require them for true scale operations and function. A scale model with flaps fully deployed is a cool sight. If you have never flown a model with them there are a few things to know about. There are right ways and wrong ways to use them. This article should help you understand what's going on.

In a nutshell, when flaps are lowered they change the wing's lift and drag characteristics and lower the stall speed. By changing the camber of the wing, the lift and drag are increased for a given airspeed. As a result of these changes affect the speed that the aircraft can land.

Common Flaps

Though there are four basic types of flaps: plain split, Fowler and slotted. The plain flap is the most common and is simply a hinged portion of the trailing edge. It is usually hinged at the top of the control surface since it only moves in a downward direction. Super Cubs, Cessnas and other sport scale models use common flaps, to keep construction and function simple.

If you have never flown with flaps before, don't worry. Flaps add flexibility to your model's flight envelope, and it is a fun new experience. The major advantage is they shorten (and steepen) your landing approach by allowing your plane to fly more slowly in a nose down attitude. Here are some hints!



Do's

- Learn how your plane reacts to flaps at a safe altitude before attempting the first landing.
- Reduce the throttle to around 1/3 and let the plane slow before dropping the flaps.
- If used for takeoff, use only partial flaps.
- Adjust the power to maintain the approach path. Flaps add drag and so will require more power.
- Add power on a go-around and begin your climb out before retracting flaps.

Don'ts

- Don't deploy flaps at high airspeed. The flaps may depart the wings or cause serious structural or servo damage.
- Don't use flaps on the first takeoff and test flight. You must first determine how much deflection is correct for your model.
- Don't use full flaps on takeoff. This adds a lot of drag.
- Don't let the plane balloon and lose its airspeed. Adjust the elevator to keep the proper approach path.
- Don't retract flaps when low and slow or you could settle onto the runway.

Deploying flaps may result in the plane pitching up or pitching down. The elevator must be used to compensate and keep the plane on the desired approach path. Another characteristic of flaps is that the first half of the flap's deflection results in a greater increase in lift while the second half results in a greater increase in drag. Flaps also impart a large structural load on the plane and should only be used at a lower airspeed. Full-size planes have their air speed indicators marked for safe flap operating range.

Talk is cheap. Until you hire a lawyer.

Flap Facts

Since flaps provide more lift at slower airspeeds, you must be aware that when you retract them in-flight you will lose the lift and the plane could sink. For this reason, if you must do a go-around, make sure you increase power before retracting the flaps. Failure to do so could place your plane very close to stall speed before you can accelerate to a safe speed. This also applies to takeoffs with flaps. In most cases it is safer to take off with the flaps retracted or deflected no more than about 20 degrees. Larger deflections add more drag and can cause the plane to become airborne at too low of an airspeed.

Flying a scale model with operational flaps is a very rewarding experience. Not only do they look neat, but they also provide the same benefits as the full-size version.



Flaps impart increased loads on the wing and require attention during their installation. Make sure you use enough heavy-duty hinges on each flap and a heavy-duty control horn. There are many ways to actuate the flaps, including torque tubes and bell cranks. For large, fast or heavily-loaded models, the best way is to use a servo for each flap. These planes will also benefit from the flaps being locked in the down position preventing the airstream from blowing the flap back to the up position. This basically means that the servo arm is directly in line with the flap horn at full deflection and this takes the strain away from the servo. This is accomplished by turning on the radio and selecting full down flaps

and choosing a servo horn position that is in line with the horn. Now, retract the flaps and make up the linkage from the servo to the horn. The amount of flap deflection is determined by the length of the servo arm; for more flap deflection, place the linkage farther out on the arm. The use of ball links may be required for smooth action and to eliminate binding.

Flap Deployment

The modeler has several options for the transmitter flap actuation method. The least desirable is to use a two-way switch, which only results in flaps up or full down. This is not very scale-like and could result in large pitch changes when the flaps are actuated. A three-position switch will allow the use of half-flaps for more scale-like flight. A knob or slider switch is another way to go and allows an infinite number of flap settings. The only drawback is that it is sometimes difficult to tell how much flap deflection is selected.

Servo Speed Reducer

Another way to minimize the trim changes associated with flap deployment is to use a slow servo speed. Many programmable radios have the ability for you to slow down the response of specific servos.

Flying with flap-equipped airplanes is a great experience and just plain fun. Flaps allow you to operate your model from smaller flying areas and when it comes to scale competition, they allow you to full exploit your subject aircraft's flight performance while giving you another flight option to add to your flight routine. Give it a try. It's a blast.

SOME SCENES FROM THE A.G.M.



Some even look awake. Ed



John Clark received "Best Crash Trophy"



Norm Burns "Most Improved Flyer Trophy."



Nigel Grace "Craftmans Cup" for his Piper cub



Hayden Purdy Services to the Club Trophy.



Carmel Remkes received recognition for helping with the accounts and keeping our secretary sane.

If I want your opinion, I'll ask you to fill out the necessary forms.



Nigel Grace Shows the Sparey 5cc Diesel engine.

He purchased the plan and crankcase blanks from Hemingway Kits in the UK.

Lots of work for such a small motor he tells us.



Colin Austin showing progress on his P1 Lightning



Pilot ready for action.

Confession is good for the soul, but bad for your career.

Hibiscus Coast Radio Fliers Fees are now due for 2007/18

Type of Membership	HCRF Portion	MFNZ Portion	TOTAL
Senior	\$40:00	\$75:00	\$115:00
Family	\$40:00	\$80:00	\$120:00
Super-annuitant	\$35:00	\$75:00	\$110:00
Junior	\$20:00	\$20:00	\$40:00
Associate	\$40:00	Nil	\$40:00
New member joining fee	\$35:00	Nil	\$35:00

Have you paid?

If not fees can be paid by Cash or Cheque to Club Secretary or
Direct debit to 12 3084 0191089 00 Please use **your name** and **NZMAA number** as reference.
(Remember direct debit can take a while to process so please be patient.)

For Sale

1/4 Scale Cub ZK-POM

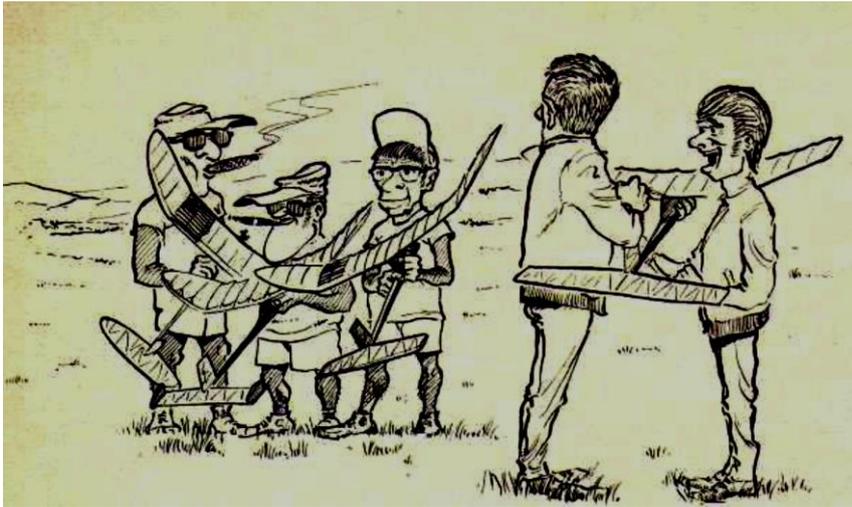
Last seen flying at our open day

Motor 26cc Raobi.
Spare set of wings
Spare set of floats
Any offers.
Contact Noel Newling 09 421 0961



It's a day for firm decisions! Or is it?

DOES THIS LOOK FAMILIAR?



That's the "H.C.R.F. Junior Team" that's entered in the next Mid-Winter Thermal Soar

Sketch stolen from Model Flying Hawkes Bay Magazine.

POST BAG

This is a new segment that will display a sample the fantastic amount of letters that I receive. (Oh I wish!!!) To start us off is a copy of a letter received from one of our members. Name withheld by request.

CLEO INTERNATIONAL INC

Wellington Office,
CLEO INTERNATIONAL INC
Centrefold Division

Dear Mr [REDACTED]

Your name has been submitted to us with your photo and I regret to inform you that we will be unable to use your body as our centrefold.

On a scale of "0 – 10" your body was rated "-2" by our panel of women ranging in ages from 60 – 75 years. We tried to assemble a panel in the age bracket of 25 – 35, (our target demographic,) but we couldn't get them to stop laughing long enough to reach a decision.

Should the taste of women ever change so drastically that bodies such as yours would be appropriate in our centrefold, you will notified by this office. In the meantime don't call us, we will call you!

Sympathetically

Amanda Hugandkiss

Amanda Hugandkiss
CLEO INTERNATIONAL INC

P.S. We do commend you for your unusual pose. To settle an office bet, could you confirm if you were wounded playing sport or do you ride your bike a lot?

A clear conscience is usually the sign of a bad memory.

My Latest Kitset by Ross McDonnell



First thing is to clear some working space.



Then you need a building board that's big enough.



Then comes the day the kitset arrives.



And then "joy Oh joy" you can start building.



Remember to think about tank installation and size.

Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.